

AIRFIX

magazine

For plastic modellers

ONE SHILLING MONTHLY

FEBRUARY 1963



IN THIS ISSUE

An unusual Anson ★ Scammell tank transporter and Panzer 75 mm. assault gun from Airfix ★ How to make a model Alvis Stalwart ★ Profile: Camouflage schemes for early Beaufighters

1!

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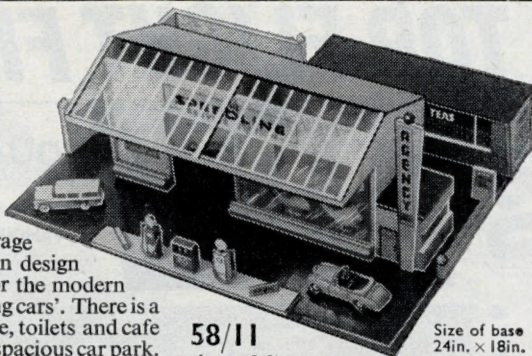
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AIRFIX

MAGAZINE

For plastic modellers everywhere

VOLUME 3 NUMBER 9 FEBRUARY 1963 ONE SHILLING MONTHLY

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To the rescue

AS we write this, Britain lies in the grip of an unusually cold snap. People have jokingly said in recent years that one could hardly tell the difference between seasons on our Island, with relatively mild winters and cool summers. But this year the bleak winter weather has come as a surprise and caused considerable hardship to many people (and livestock) up and down the country.

In the recent period of hardship, the railways have scored. Though, like other forms of transport, their services were at first somewhat disrupted, it was not long before full timetables were in operation. And this brings to mind quite an important point. Railway enthusiasts are constantly concerned to hear of plans for closing many of the branch lines which, admittedly, may carry quite a small (though important) proportion of the overall traffic. But in times of bad winter weather the wisdom of having a comprehensive system of railways is beyond question, when roads are blocked by snow, and columns of vehicles struggling vainly to negotiate slippery slopes.

And let us not forget the achievements of air transport, particularly the R.A.F.'s important contribution. Farms, towns and livestock, cut off from normal communications, were served admirably by many special sorties flown by helicopters under appalling and highly dangerous conditions, particularly in the West Country.

So, as you sit comfortably by your fireside, perhaps amusing yourself with building your latest aircraft kit, spare a thought for the brave men of the R.A.F. who, at a moment's notice, were willing to risk their lives, in appallingly dangerous weather, for the safety and well-being of others.

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Cover picture

The amphibious Alvis Stalwart, now going into service with the British Army and commercial users, is an unusual and versatile vehicle. All six wheels are independently sprung, and the rear-mounted 220 h.p. Rolls-Royce engine gives the Stalwart a maximum land speed of 40-45 m.p.h. Two propulsion jets are also fitted to drive and steer the vehicle through water.

Mike Bryant shows how to build a replica on page 270.

IN THE AIR

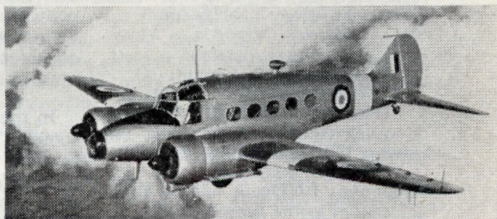
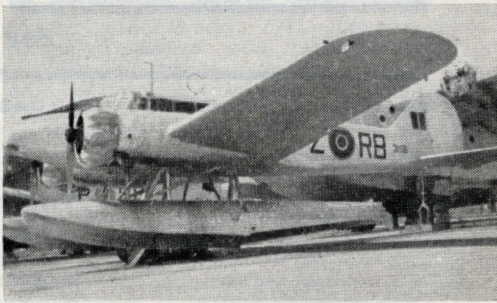
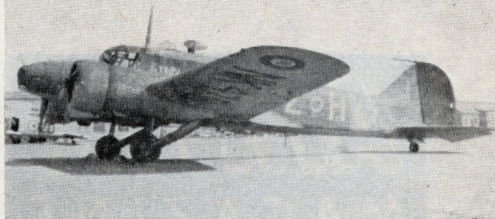
BY ALAN W. HALL

WHILE looking up some of my reference files recently for information on Ansons, I came across some photographs taken in Southern Rhodesia whilst I was stationed there during my R.A.F. service. So interesting were these that I thought they would make a good introduction to my column this month.

When the Rhodesian Air Training Group (R.A.T.G.) came into being in 1946 three R.A.F. stations were re-opened at Kumalo, Heany and Thornhill. The first trainees, together with some AT-6 Harvards and a few Tiger Moths, began flying regular sorties in the summer of 1947 at both Heany and Thornhill, but it was later decided to restrict navigator training at the latter and leave Heany for the pilots.

Eight Ansons were flown out from the U.K. bound for Thornhill, but not all of these actually arrived. The four that did were later supplemented by some more aircraft of a similar type, but these came by sea and the "erks" had great fun in putting the bits and pieces together again. I will always remember the first flight of one of these, as I was the unlucky signaller who had to go with the aircraft to test the radio. We took the whole of the runway to get off and finally made it by a very "dicy" bounce over the perimeter track road. Having staggered round the circuit at zero feet and crawled back over the high trees on the threshold of the main runway, the mechanics decided that the engines were not rated for high altitude take-offs and that particular Anson (NK376) remained in the hangars for a long time before anyone else dared to fly it! The altitude of Thornhill was 6,000 ft. above sea level, incidentally.

Most of these Ansons were camouflaged in standard war-time finish, as can be seen from my photograph of NK478, but some were repainted on arrival in the standard silver with yellow "trainer" bands round the rear fuselage and outboard of the engines. I have always been puzzled by the fact that all of these aircraft were given the Mark I designation, both in their Forms 700 and from my own log book, but according to official records they were in fact Mark Xs. Perhaps some reader could offer a suggestion as to why this should be so.



From top to bottom: *Anson in Africa—the standard camouflaged Anson 1 (NK478) used by the R.A.T.G. in Southern Rhodesia in 1947. No. 35 Squadron's Anson of 1938 vintage on floats, seen at Durban (Congella) flying boat station. One of the first Anson Mk. 20s supplied to the R.A.T.G. This aircraft was modified to have dual controls.*

Those Ansons did remarkable service, considering their age. Two three-hour training sorties were flown each working day, one before breakfast, and there was always the possibility that a night bombing run to the range at Catooma would be thrown in as well. They had their disadvantages though, as I can well remember the blisters on my hands from the umpteen dozen turns on that little handle hidden below the pilot's seat that wound up the undercarriage, and the backbreaking job of cranking the engines in the blazing African sun.

It was therefore with great relief that, six months after operations had begun, R.A.T.G. received the first Anson Mk. 20s. At first these brand new aircraft were considered to be the most marvellous aeroplanes out—press-to-start buttons for the engines, hydraulic undercarriages,

heating for night sorties and so on. Marvellous, that is from the pilot's point of view, for the poor old signaller seemed to come as an after-thought. The W/T set was behind the pilot's head, there was no convenient little table for the morse key, we had to keep everything balanced on our knees and, to add insult to injury, the student navigators had to go through the cockpit to get to the bombing sight, which involved the skill of a contortionist for the signaller to get out of his seat, the navigator to get by and the signaller to get back again. This usually happened at night, just to add to the difficulties, until our masters decided that the signaller need not go along on bombing trips.

One interesting conversion to these Anson Mk. 20s was the addition of dual controls in VS504, the subject of my photograph. This was done "on site" and was very handy on long cross-country journeys.

Imagine my surprise when on leave in Durban to see an Anson on floats. As far as I can tell this was the one and only aircraft so converted and belonged to No. 35 Squadron, South African Air Force. According to members of the squadron, this particular Anson was one of the originals and came to South Africa in 1938. The floats came from a Blackburn Roc floatplane-fighter and the conversion was made around 1940. At the time I met them 35 Squadron were operating Sunderland IIIs and the Anson was painted in similar light grey top surfaces and white fuselage sides, tail unit and floats. The codes Z:RB and the serial 3158 were in red.

★At the time of writing the Short Skyvan is about to make its first flight. Simplicity has been the keynote of the aeroplane and it has been called the flying "ton and a half van". Four bolts attach the wings to the fuselage and four more bolts secure the tail unit. This attention to simplicity, coupled with robustness, will help maintenance and overhaul of the Skyvan in

service—of particular importance in remote parts of the world.

The Skyvan will be able to operate at sea-level with full load from a runway, clearing or field only half a mile long. Cargo is loaded through a large rear-loading door which is designed to be opened in flight to permit the parachuting of loads.

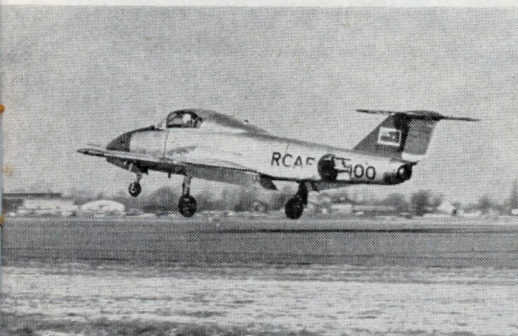
Alternatively, the Skyvan can be used as a 15-passenger transport, an executive aeroplane, a vehicle transport or as an agricultural aircraft. The prototype is powered by two 390 h.p. Continental engines, the production aircraft, to be known as the Turbo-Skyvan, will have two Turbomeca Astazou 2 turbo-props.

★A modified version of the promising Canadian jet trainer, the Canadair CL-41 took the air for the first time at the turn of the year. The new aircraft has been modified to take the General Electric J85 turbojet and has larger air brakes fitted. The Royal Canadian Air Force is to receive 190 CL-41s powered by the J85, which is to be built under licence by the Canadian firm, Orenda Engines Ltd.

★Following the example of the motor car manufacturers, the American executive aircraft industry produces different models of their standard lines each year as part of their all-out sales bid. The most recent company to announce its 1963 range is Cessna with a re-styled 310.

Major external changes are revised wing-tip tanks and larger cabin area. The undercarriage has also been modified to take full gross-weight landings. Cessna's Model 310H, as it will be known, seats up to six passengers with adequate baggage space and has a top speed of 240 m.p.h.

Below, left: *The Canadair CL-41A, powered by a General Electric J85 turbojet. This jet trainer is due in service with the Canadian Air Force in the near future.* Right: *Cessna's Model 310H for 1963 features redesigned tip-tanks and a larger cabin area.*



More OO/HO scale military models

TWO more World War II military models make their appearance this month in the Airfix OO/HO scale range of fighting vehicles. They are a 108-part kit of the Scammell 30-ton tank transporter (selling at 3s.) and a 79-part kit of the German Panzer 75 mm. assault gun (price 2s.). These two new models are both to the same constant scale as the Panther, Sherman and Churchill tanks, and also the Airfix range of British and German infantry figures.

The articulated tank transporter is a truly splendid kit, which assembles into a model 7½ inches long. Among its features are no less than 14 rotating wheels; a pivoting turntable for the trailer; a driver; rear ramps that can be raised or lowered to load any of the tanks in the Airfix range; and, perhaps most intriguing of all, suspension on all wheels! Modellers will find that careful assembly will be rewarded by a most excellent and authentic working replica.

Another important attraction of the transporter is that it presents several interesting conversion prospects. The wheels, for example, can be used on a variety of "home-built" models. And it should not be too difficult to convert the vehicle into a civilian tractor unit (perhaps with a prime mover each end) such as those used by

Pickfords and other haulage firms to transport large and heavy loads. If you have a model railway, then it could also feature a tank loading bay, complete with transporters. The possibilities are endless.

The Scammell tank transporter kit comes, of course, with full assembly instructions and details of two suggested colour schemes—for European or desert camouflage—for which two alternative sets of transfers (one in white, the other black) are supplied.

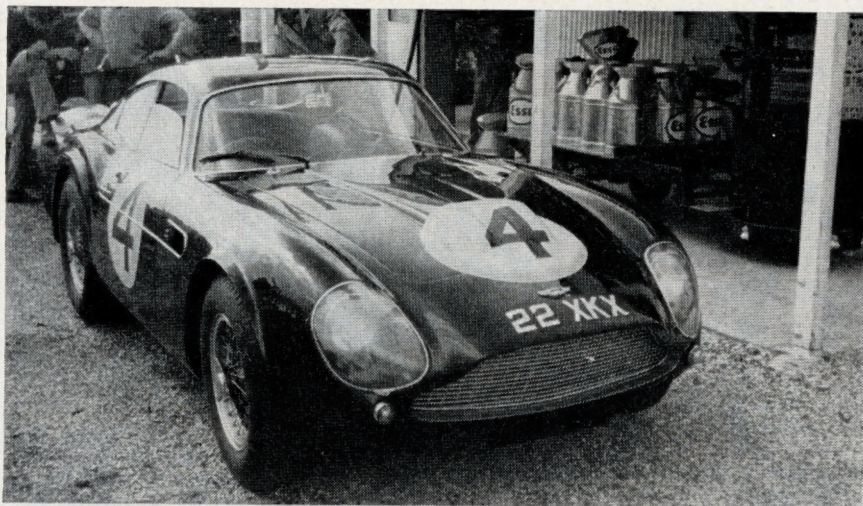
The prototype Scammell tank transporters had a 112 horsepower diesel engine, giving them a top speed of 16 m.p.h. They served on the North African, Italian and European fronts and were used for the haulage of tanks to and from the battle zone, and the recovery of broken-down or damaged tanks.

Tank fans will welcome the addition of the Panzer assault gun. The 4 inch long completed model carries characteristic Airfix detail and has an elevating gun barrel, rotating wheels and tracks, radio aerials, and hatch covers which can be fixed in either the open or closed position. Altogether there are 22 wheels to be assembled on this model and, once again, care will ensure that the completed model works in true-to-prototype fashion. Spare wheels are also carried to the rear of the hull. The full assembly instructions give suggested colour

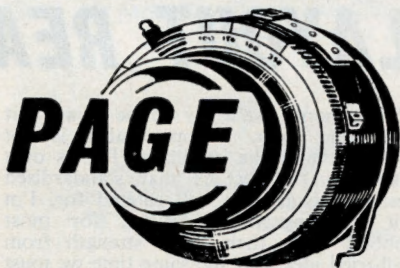
Realistic load for the Airfix 30-ton Scammell tank transporter is provided by the German Panzer 75 mm. assault gun. Total price of these two new kits is 5s.

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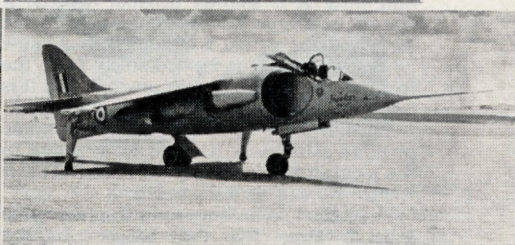
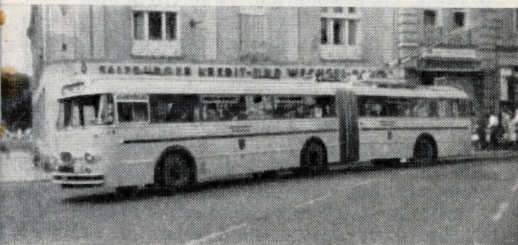
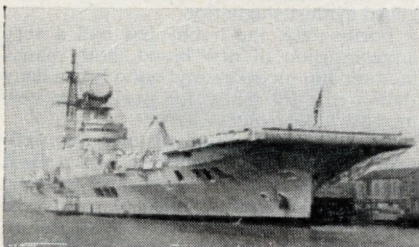


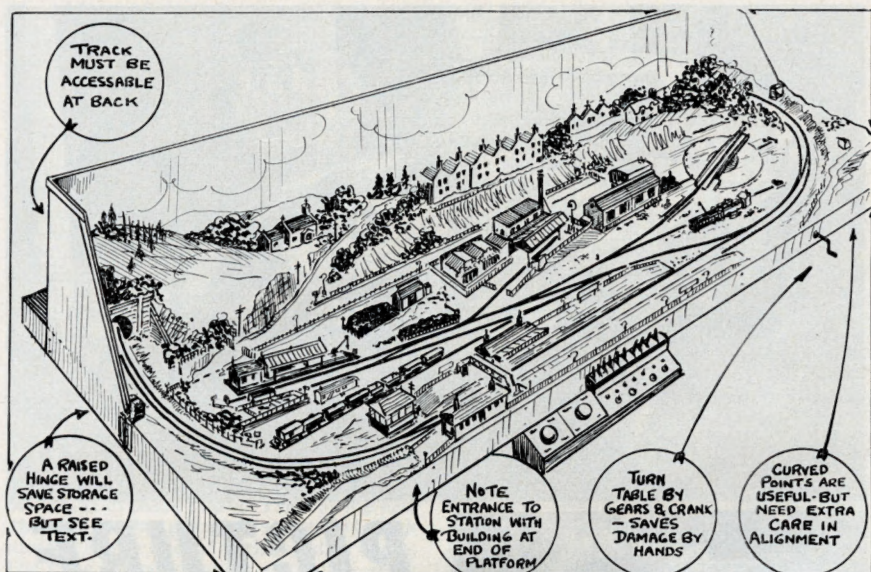


PICTURE



Top: Picture of the month award goes to G. Jenkins, of Westfield, Surrey, who sent this fine snap of Mike Salmon's Aston Martin DB4 GT, being refuelled before the Goodwood TT last year. Above: P. Kershaw, of Keston, Kent, sent this seasonal picture of a snowed-up canon, alias a cement mixer! Right: This snap of H.M.S. Victorious was taken by J. Hamilton, of Co. Down, N. Ireland, in 1959. Below, left: M. J. Uden, of Hampton Hill, Middlesex, sent this picture of an articulated trolley-bus, taken in Salzburg. Right: The prototype Hawker P1127 (XP831) was photographed at Upavon by R. L. Ward, of New Malden, Surrey.





LAYOUT REALISM

by Alex Bowie

THIS month we'll try to be a wee bit different again. I hope that it is not thought that I like originality for its own sake, but the fact is that standardised designs are already well catered for. I'm not belittling these designs, for most hobbies draw their main strength from well-tryed ideas. At the same time we must guard against stagnation.

Fortunately, the hobby has had a very large infusion of new blood, both manufacturer and modeller, and nobody can deny that it is a lot better for having the new mixed with the old.

The idea I'm presenting is based on well-tryed practice, but I believe it has a slight touch of originality. It is well tried, because it follows the basic formula of a circle of track with a fairly comprehensive station and yard. It is slightly original because it has an extensive built-up landscape to the rear, and the whole is designed as a show piece. The layout is viewed solely from the front, without it being too obvious that it is one of the ordinary round-the-houses kind.

Thus, it could be operated either at home or at an exhibition. It could even be lent to the local store for display purposes. (This is where you can earn a small fee).

I sketched something following the same general idea, for the *Model Railway*

Constructor some time ago, though the layout shown here is completely different in appearance and track formation.

The circuit

Take the circuit first. As shown in the diagram, it takes a board of about 10 ft. x 4 ft., but could be smaller with careful planning. Naturally, it could be made larger, without any trouble, though its bulkiness might be a problem.

Note that the main line disappears behind the hardboard back scene. On one side of the scene there is a tunnel, and on the other merely a hole in the hardboard, disguised by trees and a bridge.

A loop, with motor operated points, could be run off each track behind the scenes, though none are shown on the drawing. These would allow trains to be held or stored out of sight, and it would be possible to fix an angled mirror above the track so that the trains could be viewed from the front of the baseboard.

Some modellers fit warning lights, working in conjunction with the hidden pointwork, but my experience is that one can get so used to these lights that they tend to be ignored after a time.

A factory supplies an excuse for additional trackage and operation, and could be

adapted kits or built from scratch. Or, as an alternative, a cement or liquid products depot would provide work for either the Airfix tankers, the mechanical horses, or the new Peco lime wagon.

It will be seen that there are points on the curves at the right hand side of the layout. These points are not liked by some modellers, but provided they are carefully adjusted, give no trouble. Their advantages in this circuit are obvious.

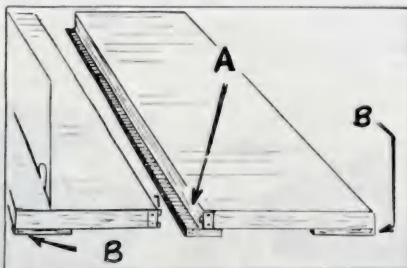
Shunting operations are kept clear of the main line, to relieve congestion, but nevertheless a useful loop has been provided on this line. This allows passenger trains to be sorted if required and, if you like, a short coach siding could be added, as indicated by the thick dotted line on the diagram.

Visible curves are of approximately two foot inside radius, narrowing 15 minimum as they go through the back scene. Any proprietary stock will run on these quite comfortably. The rest of the circuit is straightforward and has provision for a small loco depot with turnable. As a variation on the Airfix kit, you might try converting it into a well table. The kit parts are easy enough to adapt.

Only a guide

You will appreciate that the pictorial sketches are not intended to be followed slavishly, being merely guides. In this respect, I have come across many modellers who have made layouts from these sketches, but have yet to hear of one who has not introduced adaptations of his own.

Below: The circuit, with main buildings as follows: G—goods; C—cattle; SB—signal box; CS—coal staithes; F—factory; L—loco shed; W—water; LC—loco coal.



Left: A showpiece layout—single baseboard, but everything is viewed from the front. Above: Aids to alignment of the two baseboards, as described in the text.

So when I sketch, for instance, a couple of controllers which cost exactly twice the price of one, I'm not urging the extra one as a necessity. If you are a lone wolf, and seldom have visitors helping in the operation, two controllers would be a waste of cash, and the money would be better spent on a loco or a small sackful of kits.

But where a friend frequently assists, a second controller will save him gnawing his fingers in frustration while you hog all the operating. Or vice versa.

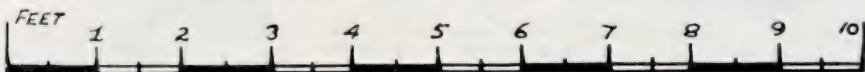
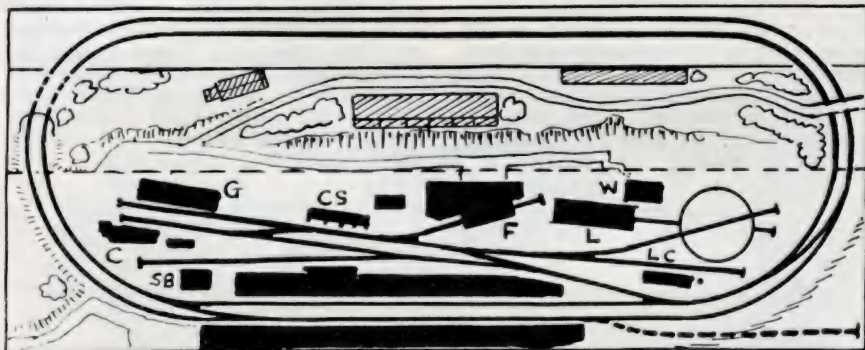
Constructional details

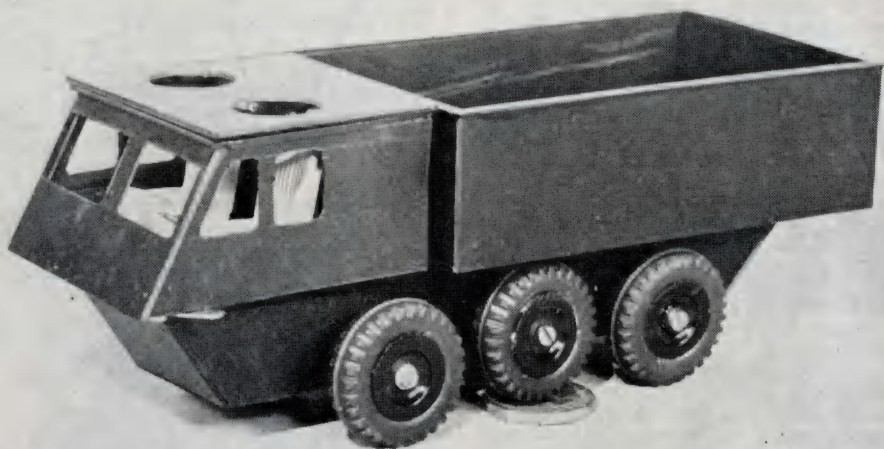
A baseboard this size is best made in two sections, each two feet deep. This means that the boards join at the most convenient place, without having complicated trackwork to deal with.

It is essential that they should line up accurately, using the well-known hinge and bar method of joining.

Another aid to accurate alignment is

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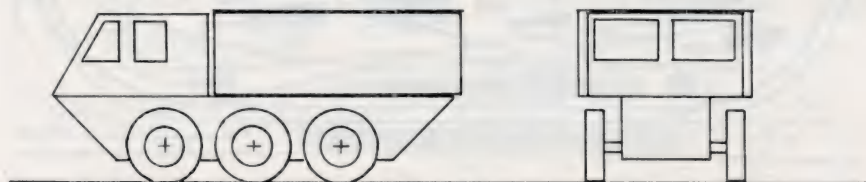
Plastic modelling

by Mike Bryant

AN ALVIS STALWART

THE Alvis Stalwart, illustrated in the photographs, makes an exciting prototype to model. Of course, the full-size Stalwart is an amphibious vehicle; I have no doubt that the model I have made *could* be made amphibian without a great deal of trouble, although I must emphasise that the plans with this article are for a cross-country vehicle, battery driven, with wheel springing and independent suspension, based broadly on the Alvis Stalwart. It is not a detailed scale model because I wanted it to be a reasonably simple model in plastic, suitable for anyone's first attempt at scratch-building.

The chassis is made of Plastikard, 3 thou. thick and is shaped somewhat like a primitive dugout canoe! Slots are cut in the sideframes to clear the centre and rear axles and to allow up and down play in them. The two shaded strips limit too much downward play, while the sloping ends and the two cross members stiffen everything up. The main outline drawing gives the dimensions I used to suit the chosen wheels. These are Dinky Toy tyres No. 13978 $\frac{1}{16}$ inch diameter mounted on Tri-ang OO rolling stock wheels. The wheels have their axle sleeves cut off and are mounted face to face with a good



0 1 2 3 4 5 6
INCHES ON MODEL

© 63

Left: The model Stalwart is quite simple to build and this picture shows convincingly its "independent" suspension. Below, left: This drawing gives a good idea of the general proportions of the model. Right: A prototype Stalwart undergoing tests at a military proving ground. Here it easily surmounts an obstacle normally used for testing tanks. It is perfectly at home under rough conditions like these and is also no mean performer in the water! It can carry a load of up to five tons. Below: Details of the chassis and springing.

fillet of UHU both between them and round their rims. I held each assembly together with a 10 B.A. screw and nut until the glue had set hard.

Front wheel drive

The front axle is driven via a Ripmax 36 : 1 worm and worm wheel, the axle being Ripmax shafting threaded each end 8 B.A. and the wheels locked on with nuts. The centre and rear wheels are mounted on stub axles made from 1 inch 8 B.A. screws, and their axle holes are drilled out so that they revolve freely on the screws. The sketch shows the method of mounting these stub axles to give the springing and compensating action that they must have for cross-country work. The U-shaped axle bearers are themselves pivoted on a central wire rod journaled in the two cross members. The axle bearers

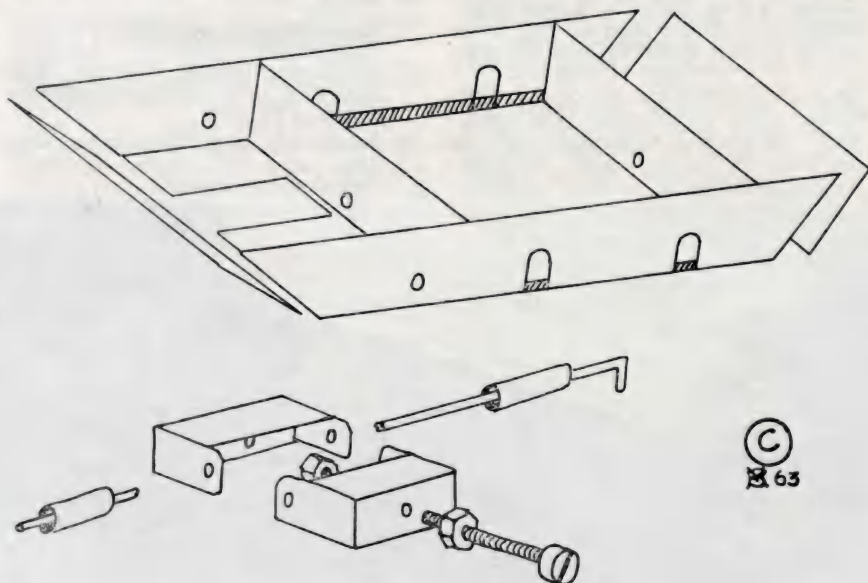


are kept from sliding up and down this rod by spacers of brass tube.

A U-shaped spring wire bears down on the back stub axles to keep them at the bottom of their slots. The centre axles are unsprung, the weight of the wheels keeping them in contact with the ground. The centre and back wheels are held out on their stub axles with brass tube spacers.

The motor, a Ripmax Kako 01, is fixed with 8 B.A. screws and nuts to a motor

Continued on next page



©
63

Plastic modelling—Continued

mounting plate, and the plate is then cemented between the sideframes ahead of the front axle so that the worm is in correct mesh with the wormwheel. The motor will protrude slightly through the floor of the cab which must be cut to allow clearance. There is room in the cab for two U7 or D14 batteries to be mounted one above the other across the back behind the seats, but it is probably better to use a larger capacity 3 volt battery carried in the back of the vehicle under a dummy load or a tarpaulin.

Simple modelling

The cab and body are simple exercises in Plastikard modelling. Thin strips topping the edges prevent any tendency to warp inwards, and the cab roof is removable for battery access. The "manholes" are cut with an inch bit in an ordinary carpenter's brace, drilling into a thick piece of waste wood. Do not try to drill right through but aim to score the plastic heavily and a sharp modelling knife will soon cut out the circle. Do this drilling and cutting before cutting the roof to size.

A simple on-off switch protrudes from the cab side, similar to the one I used in the Rapier motorisation or a reversing switch like the one I used on the Old Bill chassis.

Oh yes! Don't forget to get cracking on your entry for our free competition to find the best adaptation of an Airfix Drewry Shunter kit to make a Ruston LSSE Southampton Docks shunter. Full details on how to enter appear again on this page.

Copyright, Mike Bryant, 1963.

More tough going for the Stalwart. This picture gives an excellent view of the fully independent suspension working overtime. On the prototype, the wheels have a total vertical travel of 10 inches.

AIRFIX DREWRY COMPETITION

The ten rules

1. There will be two classes: under 14 years and over 14 years. Age will be taken into account.
2. Only photographs of models must be sent. They should be not smaller than enprint size and have the competitor's name, age and address written on the back in ink.
3. Photographs submitted become the property of AIRFIX MAGAZINE and cannot be returned.
4. ACTUAL MODELS MUST NOT BE SENT.
5. Models must use some parts of an Airfix Drewry Shunter kit and be based on the Ruston LSSE type illustrated in the photograph on page 236 of our January 1963 issue.
6. Entries will be judged by an AIRFIX MAGAZINE editorial panel, including Mike Bryant.
7. The Editor's decision will be final and no correspondence can be entered into about the competition or its result.
8. There will be a prize, in each age section, of £2 2s. Second and third in each section will receive an Airfix kit of their choice.
9. Entries should be addressed to "Drewry Competition", AIRFIX MAGAZINE, Brands Hatch Circuit, Fawkham, Dartford, Kent, to be received not later than February 28, 1963.
10. Results will be published in the April 1963 issue of AIRFIX MAGAZINE, published on March 20.





SHIPPING NOTES by A. J. Day

THE keel of the first 100,000-ton tanker to be built in Britain was laid a few weeks ago at the Barrow-in-Furness yard of Vickers-Armstrongs (Shipbuilders), Limited. The vessel is also the first of this size to be built for the BP Tanker Co., Limited. With an overall length of 915 ft., the vessel is thought to be the largest tanker in the world to have the bridge, accommodation and all machinery at the stern.

A considerable amount of berth expansion work has been necessary at the Barrow shipyard to build the new tanker. In order to accommodate the greater width of a 100,000-ton tanker, it was necessary to take two existing berths, each capable of building ships 100-ft. wide, and build them into one large berth which can take ships up to 150-ft. wide. The BP giant is one of two on order for the company, and is due for completion in 1964. The second

Above: *The BALLYRUSH* (2,000 tons dw.), designed as a self-trimming collier and also intended for general coastwise trading; she is owned by John Kelly Limited, Belfast.

is on order at the Wallsend yard of Swan, Hunter and Wigham Richardson, Limited.

A gas-carrier

During the past few weeks, one or two specialised types of ships not previously considered in *AIRFIX MAGAZINE* have been delivered. For instance, among the ships recently built by the French shipyard, Chantiers Navals de la Ciotat, was the motor gas-carrier *Nordfonn*, designed for carrying propane, butane and similar cargoes. The *Nordfonn*, owned by Sigval Bergesen, Stavanger, Norway, has her machinery aft and has been constructed with a single continuous deck with a poop and forecastle. She has a length o.a. of 360 ft. 6 in., a moulded breadth of 50 ft., a depth of 26 ft. 3 in. and a draught (summer freeboard) of 21 ft. 3 in. Her six main cargo tanks have a total capacity of 4,050 cu. metres. The vessel's main propulsion machinery consists of a six-cylinder single-acting two-stroke Burmeister and Wain oil engine of the direct-reversing type develop-

Continued on next page

SHIPPING NOTES—Continued

ing 3,450 h.p. at 170 r.p.m. to provide a speed of $14\frac{1}{2}$ knots.

Newsprint carrier

Another vessel built mainly for a particular trade—this time, the carriage of newsprint from New Zealand to Australia—is the 4,500-ton gross cargo motorship *Ngatoro*. She was completed recently by the Caledon Shipbuilding and Engineering Co., Limited, Dundee, for the Union Steam Ship Company of New Zealand. She is also of the single-deck type with forecastle and poop, and has a length o.a. of 367 ft. 1 in., a moulded breadth of 53 ft. and a moulded depth of 28 ft. 9 in.

In order to facilitate speedy cargo handling, two of the ship's three hatches are 40 ft. wide, the exception being the foremost hatch. Cargo-handling gear consists of six five-ton cranes, and other deck equipment includes an electric windlass and electric warping capstans. The *Ngatoro*'s main propulsion machinery, which provides a speed of $12\frac{1}{2}$ knots, consists of a six-cylinder Sulzer oil engine developing 3,000 b.h.p. at 150 r.p.m. which was supplied by Alexander Stephen and Sons, Limited, Glasgow.

Coaster

A type of vessel that has been unwittingly neglected in these notes is the coaster. This omission can now be rectified with the delivery of the *Ballyrush* (2,000 tons dw.), which has been designed as a self-trimming collier but is also intended as a general

cargo carrier for coastwise trading between the north of Ireland and British ports, as well as for short international voyages. She is the first of two sister-ships for John Kelly, Limited, Belfast, and was recently completed by Hall, Russell and Co., Limited, Aberdeen.

The *Ballyrush* was built as a raised quarter-decker with a straight, well-raked stem, cruiser stern, topgallant forecastle, poop and compact navigating bridge structure at the break of the raised quarter-deck. Her principal dimensions are: length o.a., 256 ft.; moulded breadth, 39 ft.; moulded depth to upper deck, 15 ft. 9 in.; and depth to raised quarter-deck, 19 ft. 9 in. She has three cargo holds and her cargo winches, windlass and capstan are electrically driven.

Arranged aft, her main propulsion machinery comprises a Nohab-Polar type MN18 oil engine developing 1,520 b.h.p. in service. The installation was carried out by the builders' engineering department.

Royal Navy building programme

Towards the end of 1962 three new ships were launched for the Royal Navy. These were: H.M.S. *Aurora*, the fifth of the new Leander-class frigates, put into the water at the Glasgow yard of John Brown and Co. (Clydebank), Limited; H.M.S. *Osiris*, the tenth Oberon-class submarine, launched at the Barrow yard of Vickers-Armstrongs

The motor gas-carrier NORDFONN, built in France for Norwegian owners, and designed for the carriage of propane, butane and similar cargoes.





An artist's impression of the first 100,000-ton tanker to be built in Britain. She is building for the BP Tanker Co., Limited, at the Barrow-in-Furness yard of Vickers-Armstrongs (Shipbuilders), Limited.

(Shipbuilders), Limited; and the *Tidepool*, the second of the two new Fleet replenishment tankers, building at the Hebburn-on-Tyne yard of Hawthorn Leslie (Shipbuilders), Limited.

At the time of writing, these launches were the latest in the Royal Navy's ship-building programme which, since, 1951, has produced the following new ships for the Fleet: Aircraft carriers, six (in addition, the *Victorious* was rebuilt); guided missile destroyers, one; Whitby-class frigates, six; Salisbury-class frigates, four; Tribal-class frigates, one; survey ships, one; Fleet replenishment ships, three; cruisers, three; Daring-class destroyers, eight; Blackwood-class frigates, 12; Leopard-class frigates, four; Rothesay-class frigates, nine; conventional submarines, 16; coastal mine-sweepers, 104; and smaller vessels, 150. This makes a total of new construction completed since April, 1951, of 328 vessels.

The following ships were being built for the Royal Navy, some of which were already undergoing acceptance trials: Guided missile destroyers, five; nuclear submarines, two; Leander-class frigates, ten; fast Fleet replenishment ships, two; assault ships, two; conventional submarines, seven; Tribal class frigates, six; and smaller vessels, eight; a total of 42 ships under construction.

Ships on order (awaiting laying-down) were one nuclear submarine; three Leander-class frigates and two smaller vessels. The firm order for the building of the third nuclear submarine was placed in London in December with Vickers-Armstrongs (Shipbuilders), Limited, at the same time as H.M.S. *Dreadnought* was leaving Barrow at the start of her sea trials as Britain's first nuclear submarine. The third nuclear submarine, to be built at Barrow, will be a repeat of the Valiant hunter-killer class ship laid down at the Vickers-Armstrongs' Barrow yard in January, 1962. Unlike the *Dreadnought*, which is based on an American hull design and uses an American reactor, the second and third nuclear submarines will be entirely British designed. They will use reactors based on the Royal Navy's prototype at Dounreay in Scotland.

Layout realism—Continued

sketched separately. This shows a length of wood, A. The rear baseboard will rest on this, and keep in alignment. But note B.B. These are blocks of wood the same thickness as A. They will ensure that, if the layout is rested on trestles or furniture, the bottom of the baseboard is, to all intents and purposes, on the same level.

Now about folding. You will see, to the extreme right and left of the layout, two raised hinges. These will allow it to be partially folded, enough to save room space when the layout is not being used.

The back scene is specially shaped so that it will give a realistic appearance, but at the same time allows access to the rear and sides. It is of well braced hardboard, and a coat of flat paint at the back and edges, as well as at the front, will be worth the extra effort.

The scenic effects are on raised ground, and the general effect is thus more satisfactory than if the whole layout was flat. You will have the impression of a railway in a valley, making a more satisfying picture.

Beginners

January and February are usually the months when a large number of new modellers get busy. In articles of this kind, I have to cater for something in between the beginner and the advanced, because experience has taught me that the average chap is somewhere between the two.

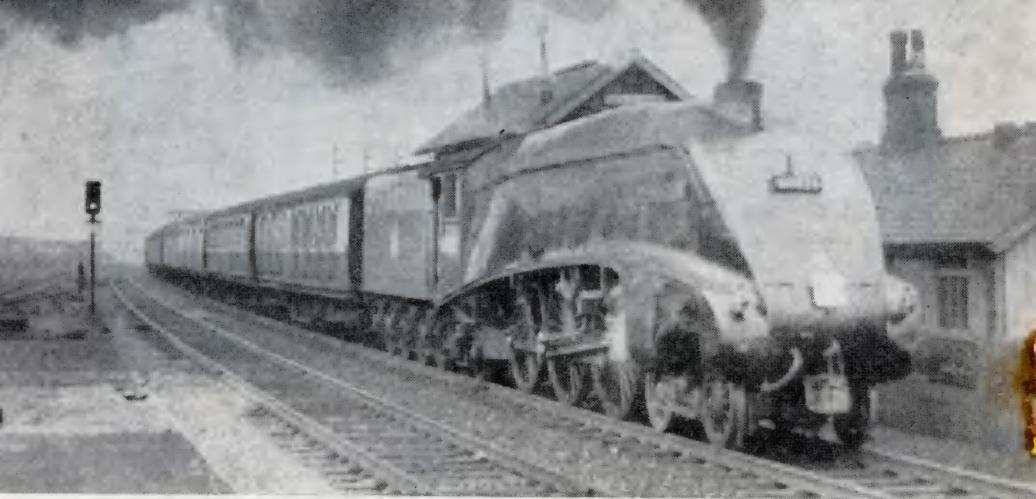
All the same, it mustn't be forgotten that what appears perfectly simple to the chap who's read about it before, may be mystifying to the chap who has not. But if I explain the same thing too many times, for new readers, old readers are apt to get "narked". Don't deny it: I get the same feeling myself.

The best answer for the absolute beginner is books, but a collection of books can cost quite a sum of money. Fortunately, two top publishers have come to the rescue with some useful literature at give-away prices.

I recommend these:

Firstly, *Starting with a Train Set* by C. J. Freezer, at 9d., from Peco Publications. Secondly, *Model Railways* (third edition) by G. M. Kichenside and Alan Williams, at 2s. 6d., from Ian Allan Ltd.

These are simple books. They won't take you all the way in modelling, but they'll get you on the right road, at excursion rates.



RAILWAY REVIEW

BY NORMAN SIMMONS

IT is sad to have to report the first withdrawal of the famous former L.N.E.R. A4 streamlined Pacific locomotives. Five of this class were withdrawn on December 29 last; 60003 *Andrew K. McCosh*, 60014 *Silver Link*, 60028 *Walter K. Whigham*, 60030 *Golden Fleece* and 60033 *Seagull*.

Enthusiasts in the south of England will have the wonderful opportunity of seeing and travelling behind an A4 Pacific when the Locomotive Club of Great Britain organises a special train on Sunday, February 24, to commemorate the 15th anniversary of the 1948 locomotive exchanges. The special train will leave Waterloo at 9.15 a.m., travel at high speed to Exeter and return to Paddington via Exeter St. Davids, Tiverton, Tiverton Junction and Reading. A trip on the Hem-yock branch will be thrown in for good measure. Full details can be obtained from Mr. M. Burton, 85 Balmoral Road, Gillingham, Kent.

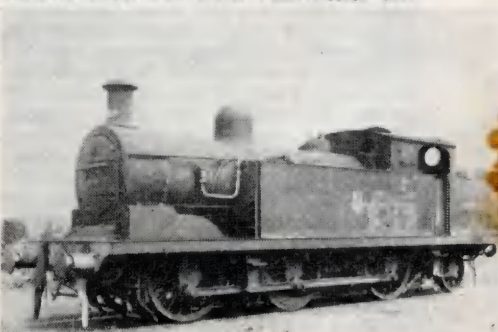
Another shock withdrawal is the one and only B.R.-designed 3 cylinder Pacific locomotive 71000 *Duke of Gloucester*. This locomotive, which was built only as recently as 1954, was withdrawn on November 24.

An A4 and *Duke of Gloucester* are scheduled for official preservation by the

B.T.C., but not so fortunate are the former L.M.S. Princess class Pacifics. The last of the class, 46200 *The Princess Royal*, was withdrawn on November 17 last and already some of these fine locomotives have been cut up. A fund to preserve 46201 *Princess Elizabeth* and restore her to L.M.S. livery is in existence, and all enquiries and donations should be sent to the Hon. Secretary of the *Princess Elizabeth* Preservation Fund, Mr. R. Bell, 97 Bishops Road, Whitchurch, Cardiff.

L.M.R. electrification

The third stage in the electrification of the L.M.R. main line from Manchester and



Liverpool to Euston was completed between Crewe and Stafford on January 7. Type A 3,300 h.p. electric locomotives have taken over most of the passenger services to or from Birmingham to Manchester or Liverpool, north of Stafford.

Complete electrification of the L.M.R. main line to Euston is expected to be finished by the end of 1966.

Want to run a railway?

An unusual step was taken by the S.R. recently when they issued to passengers, at 400 stations in the Region, a 43-page free booklet entitled, *Want To Run A Railway?* The booklet presented the problems that the S.R. faces everyday with its vast and intricate suburban service. A bold step to take, but it was well received. Rail fans would find a lot to interest them in the booklet which was chock full of facts and figures and illustrations. Congratulations Southern Region.

New Condor freight service

The Scottish Region have announced a new Condor diesel-hauled express freight service from Glasgow to Birmingham, thus setting the seal on the original Condor service from Glasgow to London, which has been running for four years.

The overnight Condor freight train is made up of flat trucks and containers. A co-ordinated road service ensures next-day delivery within a 20 mile radius of each terminus.

Extinct L.M.R. classes

Two locomotives illustrated this month are representative of two classes that became extinct during 1962, and whose passing is worthy of note. 41981 was the last locomotive of the former London Tilbury and Southern Railway to remain in stock. Built in 1903, the engine was no. 70 in L.T. & S.R.

Above: *A4 Pacific, 60026, MILES BEEVOR climbs the bank at Finsbury Park.* Below, left: *Ex-L.T. & S.R. 0-6-2T, No. 41981.* Below: *Ex-L. & Y. 0-6-0 saddle tank No. 51412.*



stock and bore the name *Basildon*. This class of 14 engines was used on goods services in the L.T. & S.R. area.

No. 51412 was the last Lancashire and Yorkshire 0-6-0 saddle tank to remain in capital stock. Originally L. & Y. No. 598, it was built in 1881 as an 0-6-0 tender locomotive, but was rebuilt as a saddle tank in 1895. Altogether 230 of these engines were rebuilt as saddle tanks between 1891 and 1900 and they were, until recent years, familiar sights on former L. & Y. lines in N.-W. England. Three still remain as service locomotives at Horwich Works. 51412 ran 1,416,149 miles during its service.

Central Line "silver" trains

Delivery of unpainted aluminium tube trains to the Central Line of London Transport was completed on December 31 and now all 79 trains from West Ruislip and Ealing Broadway to Hainault and Epping will be formed of these new 8-car "silver" trains. It is expected that the Piccadilly Line and the remaining Central Line trains will all be replaced by 1964.

Winter sports in Scotland

B.R. are offering a 25 per cent reduction on return 2nd class rail fares from stations in England, Scotland and Wales to stations serving ski-ing resorts in the Scottish Cairngorms. This travel bargain is available until May 2 but excluding April 12-15.

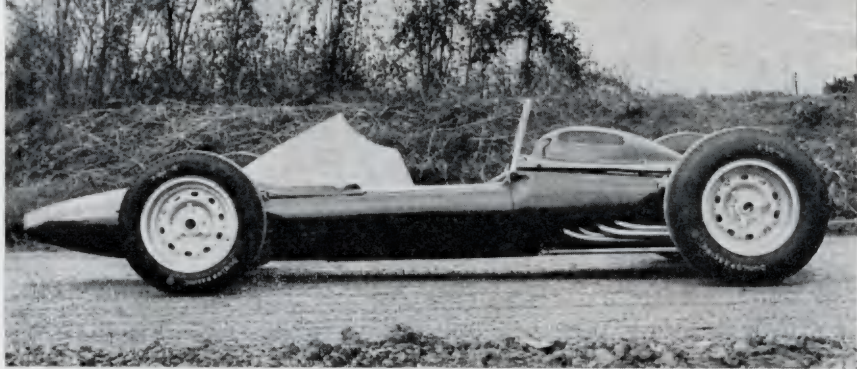
Westerham branch

I am indebted to the Publicity Officer of the Westerham Valley Railway Association for pointing out that the £30,000 contract for purchasing the Westerham branch has not yet been signed, neither has any locomotive been purchased, although consideration has been given to certain items of motive power, including an H class tank. I am pleased to publish this correction to the December Railway Review and take this opportunity for apologising for the previous error.

Locomotive notes

Reported deliveries of new locos are as follows: D1010 *Western Campaigner*, D1011 *Western Thunderer*, D1044 *Western Duchess*, D1045 *Western Viscount* to the Western Region; D56, D4153, E3072 to the London Midland Region; D1502, D6796-6801 to the Eastern Region; D188, D6782-5 to the North Eastern Region; and D2997-8 to the Southern Region.

Since the last issue, details have been received of several hundred steam locomotives withdrawn. Other than those already mentioned they include 12 Royal Scots, three Patriots, five Jubilees, one Castle, three Counties, three Halls and ten Pacifics of classes A1, A1/1, A2, A2/3, and A3.



ON ROAD AND TRACK

BY DARRYL REACH

IN only a little over three months, Ford's 1,200 c.c.-engined Consul Cortina has established itself as Britain's best-selling car abroad, an honour previously held by the Ford Anglia. Something like 70,000 have already been sold and Ford have now followed up with a special version—the Cortina Super—for motorists feeling a need for even better performance.

The Cortina Super has the robust 1,500 c.c. five-bearing crankshaft engine, as used in the Classic, and giving 64 horsepower, and is yet another example of Ford's policy of offering the widest possible choice to the world's motorists. Two and four-door versions are available and, as an alternative to the standard bench-type front seats and steering-column gear lever, bucket seats and floor change are available at no extra cost.

In appearance, the Cortina Super is basically similar to the 1,200 c.c. version, but a distinguishing feature of the more powerful model is the twin side flashes and window cappings in bright metal. A smart finishing touch is provided by aluminium wheel-trims. Standard interior equipment includes a fitted carpet, fresh-air heater, windscreen washer, cigar lighter and twin-tone horns, while the interior trim is in a pleasing range of duo-tone colours.

Maximum speed of the Cortina Super is said to be 83 m.p.h. and the price had not been fixed as we went to press. Next month we will be giving details of an even more exciting and powerful version of the Cortina—the fastest ever British Ford!

Luxury sporting saloon

Another new British car makes its bow this month. Rootes have announced the sporty new Humber Sceptre, which should fill a

useful gap for those who need a medium-size luxury car. The Sceptre is powered by a slightly "tweaked" version of the 1,592 c.c. Sunbeam Rapier engine, giving 85.5 horsepower, and carries a wealth of refinements. Standard equipment includes front-wheel disc brakes, four headlamps, a rev. counter, headlamp flasher, self-cancelling overdrive, the usual instruments, reversing lights, fresh-air heater, electric clock, cigar lighter, screen washer and passenger's grab handle. This is quite an impressive list, but perhaps most important of all, the Sceptre has no greasing points, and only requires routine servicing every 3,000 miles.

Humbers have always had a reputation for building luxurious motor cars, and the latest attractive addition to this famous range (the first medium-size Humber for many years) is no exception. With its lively sure-footed performance, and quiet cruising capabilities at anything up to its maximum speed of over 90 m.p.h., it should attract many buyers at £997.

New Italian GP contender

If things go according to plan, next year's Grand Prix starting grids will have more than the red of Italian Ferraris, for a new rear-engined Italian Formula 1 car was recently unveiled in Bologna. Known as the ATS, it is the work of several ex-members of the Ferrari organisation, who left early last year to start the project, financed by wealthy Italian patrons.

The car has been designed by Ing. Chiti, Ferrari's former chief engineer. It is powered by a V8 1½ litre engine, and has a six-speed gearbox. Racing car bodies seem to get lower and lower these days and the ATS must be one of the lowest yet.

In fact, it is so low as to require a large and ugly windscreen to afford a fair degree of protection to the driver. One hates to think what this must do to the airstream round an otherwise aerodynamically-sound body. No doubt modifications will be carried out before the car makes its racing debut.

The ATS follows conventional Grand Prix car design, having a tough tubular frame with double wishbone front suspension (the top wishbone being of the cantilever type, like the Lotus 25, with the coil-spring dampers concealed inside the body) and a double wishbone layout at the rear. Petrol tanks are fitted beside the driver in the cockpit, which features an unusually small, 12 inch diameter, steering wheel. It is anticipated that Lucas fuel injection and transistor ignition equipment will be used in place of carburettors and coil ignition on the V8 engine, which is at present claimed to be giving off 190 horsepower at 10,000 r.p.m.

Miniature racing contests

From racing cars, let's turn to the Racing Car Show, which will open at London's Olympia on January 25, and promises to be the best yet. As mentioned in last month's issue, Airfix will be exhibiting on Stand No. 41, where you will be able to buy kits and compete on their model racing circuit.

Elsewhere in the exhibition can be found another miniature racing circuit, based on Brands Hatch, where you can also try your skill. The British Racing and Sports Car Club, organisers of the show, have found this layout a very popular feature of past shows, and this year's layout will be even more realistic. Large grandstands have been erected around the circuit, from which spectators will be able to see the performance of the cars, which will also be recorded on a large panel.



Left: Italy's new GP car—the ATS. Above: From Rootes comes the luxury sporting Humber Sceptre saloon. Below: Latest Ford is the 1½ litre Cortina Super.

The circuit is now fully transistorised and features electronic lap scoring and indicating equipment (nicknamed ELSIE). Besides indicating the position of each car in the race on the spectators' panel, this information will also be repeated on two smaller panels for the race controller and commentator.

ELSIE took a month to design and over 500 man-hours to build. It contains over a mile of wire, more than 2,200 connections and 226 lamps. A "function tester" has been built into the equipment to enable the computer to be checked out in approximately ten minutes.

Highlight of the eight days' racing on this circuit will be the Guards Trophy race, sponsored by the makers of Guards cigarettes. Leading racing drivers will be invited to compete in this trophy race, which starts at 3 p.m. on January 30. The winner receives £100, and second, third and fourth get £50, £25 and £10 each, respectively. Five other events will be held during the show, and the public will also be able to try their skill. So make a date to be at Olympia between January 25 and February 2.



PROFILE

Camouflage schemes for early Beaufighters

PROFILE concerns itself this month with suitable camouflage schemes for the early Beaufighters. By choosing the early Mk. X version, Airfix offer modellers a variant which can easily be converted to any of the Hercules-powered versions. The Mk. II with Merlins will form part of the substance of next month's Profile.

The Beaufighter was based upon the Beaufort torpedo bomber, the outer wings and tail unit of which it utilised. Indeed components for the 71st and 72nd Beauforts were actually utilised for the first two Beaufighters. R2052, the natural finish prototype, was first flown on July 17, 1939. To convert the Airfix model to resemble the prototype requires the addition of small intakes beneath the cowlings, positioning of the exhaust pipes almost midway on the outer sides of the cowlings, removal of the air intakes from the wing leading edges, revision of the undercart doors and removal of the projection at the rear of the nacelles under the wings. The cupola over the observer's position needs cutting at its lower rear end so that the provision for the

gun is removed. The prototype had red-white-blue roundels on the fuselage, above and below the wings and black serials beneath the wings.

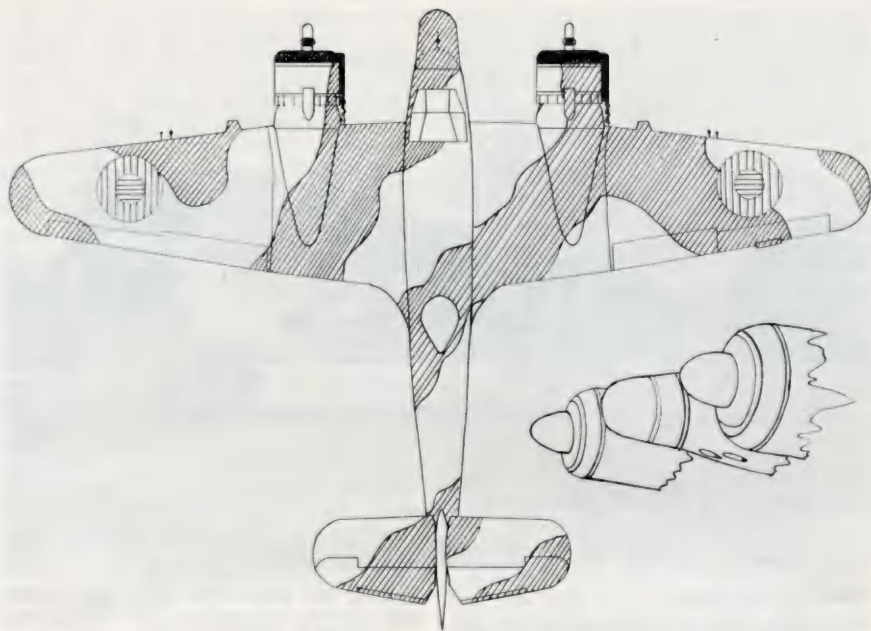
Following the outbreak of war, the prototype was camouflaged dark green and dark earth with its starboard underside white and the other half black. The red-white-blue roundel on the fuselage side was positioned with its centre beneath the rear end of the cupola; above the wings the roundels were blue-red. The air intakes had been fitted to the wing leading edges, where they remained sited on other radial-engined Beaufighters. The first two prototypes were delivered to Boscombe Down for trials in April 1940, and a month later, when four were flying, R2052 could be seen to be wearing red-white-blue underwing roundels, fin stripes and a yellow surround to enlarged fuselage roundels which were now positioned further aft. No fairing spinners were fitted.

R.A.F.'s first Beaufighter

On July 27, 1940, the R.A.F. received its first Beaufighter. An armament of four cannon in the nose of the Beaufighter and six machine guns—two in the port and four in the starboard wings—were specified, but early production aircraft did not carry full armament. These early aircraft were camouflaged green and brown and had silver undersurfaces. The latter were changed to Sky Type S a few months later, although "H" of 29 Sqn. was recorded as late as March 24, 1941, still with silver undersides. Camouflage was applied in A and B mirror image schemes on many of the

A Mk. VIF night fighter, X8023, with red codes and serials—and an irregularity as regards her fin stripe. There are certainly many pitfalls for those who insist upon models of perfection—and all who attempt to write about aircraft markings!





“R” serialised aircraft.

It was September 1940 before the Beau-fighter trickled into No. 25 Sqn. at Debden and No. 219 at Redhill, the latter being the first fully equipped and operating a few weeks later from Tangmere. An urgent need had meanwhile arisen, for a fighter suitable to carry airborne interception radar gear. For this purpose the Beaufighter was an ideal choice. The early months of Beaufighter operations were troublesome times. The Beaufighter was a great advance on the Blenheim, hitherto the main night fighter. It was a heavy, powerful aeroplane with an unpleasant swing on take-off, some stability and cannon-firing troubles, and called for considerable handling practice. Nevertheless, 604 Sqn., and next 600, equipped with Beaufighters in the autumn and as a night fighter the Beau achieved good results in 1941.

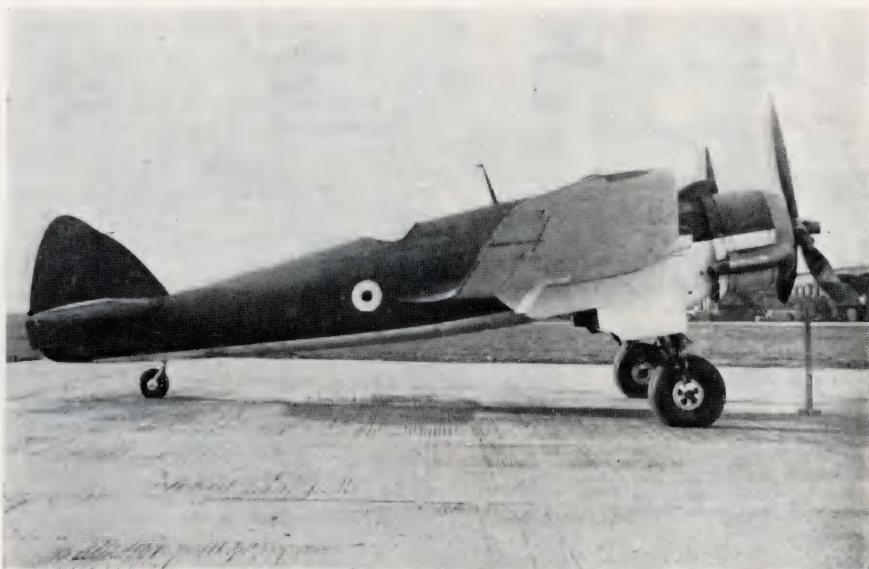
Early night fighters

The early night fighter Beaus retained their green-brown-sky finish, and had medium grey squadron codes. Typical was R2059:ZK-A, later ZK-H of 25 Sqn., still wearing these colours when seen on March 25, 1941. Squadron code letters ahead of the roundels on the port side and aft on the starboard were standard on the night fighters. During the winter of 1940-41 the RDM2 extremely matt black finish was introduced for night fighters and intruders.

Mk. VI, V8865, as recorded in July 1944. She wears the dark green and medium sea grey—light grey in tone—of the fighter version. Shaded areas were green, collector rings were black. The positioning of the early A.I. Mk. IV of other aircraft is indicated on the drawing, but V8865 had only the thimble nose. A note of caution—the camouflage pattern here shown was applicable only to the VIs, earlier day fighters had differing patterns, and some were mirror image too. Note also that the thimble nose was painted over. The inset shows a close-up of the thimble nose shape, as fitted to carry Mk. VII and VIII radar. The photograph upon which the drawing is based was of a Mk. I with spinner fairings, although the latter were somewhat unusual.

A mixture of turps substitute and Humbrol flattener will, when added to Humbrol matt black, give the desired effect—provided the model is given a patchy look. Squadron codes and fuselage serials were applied in light grey, as on R2204:FK-J of 219 Sqn. in use in February 1941. She had radar aerials on her wing leading edges and nose bow and arrow type, all part of the A.I. Mk. IV gear. Collector rings were very pale grey with a red leading edge rim.

Continued on next page



PROFILE—Continued

Beaufighters had yellow-blue-white-red fuselage roundels—there seem to have been no exceptions to this—and red and blue roundels above the wing tips. Standard fin flashes were carried. Spinners were generally absent on the Mk. 1, although aircraft later sent overseas frequently had them.

Little needs to be done to the Airfix model to convert it to a Mk.1: remove the dihedral setting of the tailplane, cut off the torpedo crutches, modify the cupola as for the prototype and cut the cannon troughs beneath the nose. The wing guns can be burnt out with a pin. Landing lights need to be placed in the port wing leading edge. Roundels may need to be of the wide band type.

To render them less conspicuous, code letters on night fighters were changed to red in 1941, as on R2136:NG-N of 604 Sqn. in use in April 1942. In June 1942 came the introduction of "narrow band" roundels and fin stripes. X7876:ZK-F all black etc. carried these. Dogmatism concerning aircraft markings affords many pitfalls for, whilst it would be true to acknowledge black as the colouring of night fighters, there was always the exception to this rule, evidenced in this instance by ZK:M seen in January 1942 still with Sky undersides.

During 1941 experiments were undertaken with two Mk.1s to make them suitable for long range strike and escort duties with Coastal Command. Special radio gear was fitted and an extra 50-gallon fuel tank. A further range extension was later

R2054, the third prototype, with green and brown camouflage and black and white undersurfaces. Note the shape of her undercart doors.

achieved by replacing the wing guns by fuel tanks. No. 252 Sqn. was the first to operate the early Coastal Command variant, the Mk.1C, the "C" suffix denoting Coastal. Fighter Command Beaus subsequently became Mk.1F. No. 252 Sqn., formed at Bircham Newton in November 1940, initially supplemented its Blenheims with Beaufighter 1Fs in brown-green-sky finish, like R2198:PN-B which had Sky codes. T3309 was one of its Mk. 1Cs, and T3315:M belonged to its companion squadron, No. 272. Home colours were superseded on these by the two tone brown and blue undersides of aircraft used in the Middle East, where these longer range Beaus found ready employment. They had a D/F loop in a perspex fairing aft of the cockpit, a feature of many later Mk. 1s. During 1941 the Coastal Command Mk. 1Cs had a green-brown-sky finish, but after December 1941 the brown was replaced by medium sea grey. Code letters remained Sky, as before. T4843, with narrow ring roundels and of 248 Sqn. based at Bircham Newton in 1942, was coded WR:K.

Other developments

Two other 1941 developments altered the shape of the Mk. 1. Trials undertaken to cure the take-off swing led to a wide chord tailplane being fitted to a Mk. 1, R2268, which later had twin fins and rudders. She

had standard brown-green-sky finish, P in a circle yellow prototype marking aft of her roundels and Mk. IV A.I radar. The R.A.E. also conducted research into stability troubles and finally a 12 degree dihedral angle on the tailplane gave the answer. This modification was fitted to existing Mk. Is and to all other marks of Beaufighter. Centimetric radar offered a great advance over the older types and to carry the scanner X7579, an all black aircraft, was fitted with a thimble-like radome on her nose. She carried the yellow "P" prototype marking. Subsequently many Mk. 1Fs and the later VIFs had the Mk. 7 or 8 A.I. in their thimble noses. A replica of the latter can easily be fashioned for a model from hard wood.

Hercules VI ready

Early in 1941 the Hercules VI was ready and was tested in a Mk. 1, R2130. Production followed the marriage, and the Mk. VIF and VIC were born powered by the Hercules VI or XVI. Extra fuel tanks replaced the wing guns, and the VIC had provision for a hand-operated gun in the observer's cupola. Early VIFs were painted black overall and entered service before the change-over to narrow band roundels. VIF X8023 of 600 Sqn., all black with red codes, is illustrated. She had A.I. Mk.IV. An all-black Mk. 1F with a thimble nose was X7638:RO-T of 29 Sqn. with red codes. During 1943 a new scheme for night fighters came into use, since some were now operating over Europe or ranging well out to sea. Upper surfaces were medium sea grey and dark green, the grey extending over the entire undersurfaces. Codes remained red, serials were black and occasionally red. Red codes and black serials were carried by V8673:TW-K of 141 Sqn. and X7899:VI-G of 169 Sqn., both of

which had bow and arrow aerals, and V8865:ZQ-F of the A.F.D.U. recorded on July 26, 1944 as having then a thimble nose. A VIF of 604 Sqn. with this feature was V8557:NG-R, in use in October 1943, and having red codes, black serials etc. Black and white A.E.A.F. stripes encircled the fuselage and wings of ND221:HU-P, which had its early AI gear removed for operations around D-Day. She belonged to 406 Sqn., and had a black rudder. An A.I. Mk. VII Mk. 1F Beau with a difference for the model collector would be V8219, used by 89 Sqn. in November 1942. She had the two-tone brown and blue finish of aircraft operating around the Mediterranean.

Coastal Command Mk. VICs were grey and green with sky undersurfaces and red or sky codes. They had no external radar aerals. T5294 with "2" in place of its squadron letters and "T" as individual letter was a VIC used at North Coates by 143 Sqn., and T5103 was EO:W of 235 Sqn. at Chivenor in August 1942. An interesting feature concerning the camouflage of the VIs was that the upper green and grey areas were reversed in colour, thereby usually affording a ready identification of marks; but regrettably this rule had its usual offenders! All of the aircraft quoted in this and the above paragraph except X8023 had dihedral tailplanes.

In September 1942 trials began with VIC EL329 equipped to fire rocket projectiles and later Coastal Command Mk. VIs operated with them. In the main it was the Mk. X, subject of our next Profile along with the Mk. II and later Mk. VIs, that operated with these and torpedoes.

M. J. F. Bowyer.

T3315, a Mk. 1C in the Middle East, has black spinners. Note also the D/F loop and its perspex cover.



SOME NEW BOOKS

Reviewed by
THE EDITOR

Worthy followers

WARSHIPS OF WORLD WAR II PART ONE: CAPITAL SHIPS. PART TWO: DESTROYERS AND SUBMARINES, by H. T. Lenton and J. J. Colledge. Published by Ian Allan Ltd., Craven House, Hampton Court, Surrey. Price 3s. 6d. each.

PARTS one and two of *Warships of World War II* are worthy followers to the late H. M. Fleming's series on warships of World War I. Part one of the new series illustrates, describes and in 72 pages gives very full details of all capital ships, cruisers and aircraft carriers of the Royal and Dominion Navies at and following the outbreak of the Second World War. Part two similarly covers in over 80 pages all destroyers and submarines and the development of these vessels from 1918. Each part is chock full with photographs and information and we have no hesitation in recommending these authoritative reference books.

On the right lines

TRAMWAY TWILIGHT, by J. Joyce. Published by Ian Allan Ltd. Price 21s.

IT is not often realised how many tramway systems were in existence in Britain at the end of the last war. Some 6,000 trams were, in fact, operating in about 25 systems in 1945. *Tramway Twilight* tells the most interesting story of these surviving systems from 1945-62. Over 120 illustrations record all the many varied aspects of the story, ranging from the building of new tramcars and new routes, to the final graveyard of scrapped trams and, mercifully, the building of the Crich Tramway Museum. The coverage is very complete and five most useful appendices tabulate such information as the dates of closures and last cars. The book goes a long way to help to satisfy the current growing interest in tramway subjects and is good value.

First-rate value

THE RACING CAR POCKETBOOK, by Denis Jenkinson. Published by B. T. Batsford Ltd., 4 Fitzhardinge Street, Portman Square, London, W.1. Price 9s. 6d.

IT is not often that we review motoring books, though a great deal do appear on the market, as most of them are only of passing interest to model makers. This month, however, we make an exception to

this rule, as two useful books have appeared.

Denis Jenkinson is a leading expert on racing cars and his 256 page book is astonishing value for money. It is copiously illustrated with pictures which should prove of interest to model car fans, while the text gives information on no fewer than 178 different makes, both old and up-to-date.

Looking through this book, one cannot help noticing how varied has been the design of racing cars throughout the years. And one is also reminded of cars which raced (some unsuccessfully, but nonetheless interesting) in years gone by but whose specifications are almost forgotten.

Whether your hobby lies in modelling racing cars from scratch, modifying existing models, or merely following motor racing, this book will interest you, and it is certainly first-rate value.

Difficult choice

FAMOUS RACING CARS, by David Hodges. Published by Temple Press Books, Bowling Green Lane, London, E.C.1. Price 10s. 6d.

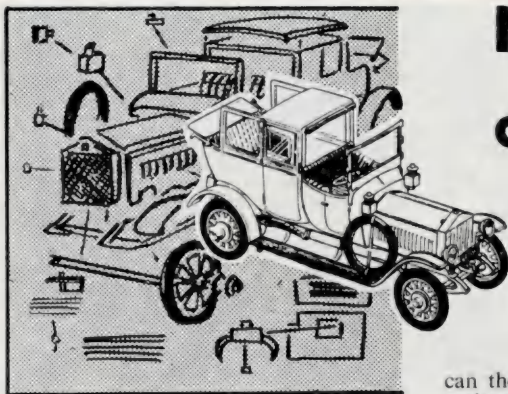
DAVID HODGES' book lays the emphasis on Grand Prix machinery, and in it are described 45 racing cars built during a span of 50 years. They range from the 1912 14 litre Fiat to the latest Grand Prix Ferrari. The book has many excellent pictures and, more important from a model maker's point of view, some fine side elevation drawings.

While Jenkinson's book includes 178 makes, David Hodges has concentrated on far fewer, and it has obviously been difficult to make this choice from the vast amount of material that is available on the subject. The keen motor racing enthusiast may question the absence of certain significant models, but this is, after all, a matter of opinion and, by and large, Mr. Hodges has done well. Once again the price is reasonable and the standard of production is excellent.

Accent on steam

LOCOMOTIVE LIBRARY, published by Percival Marshall, 19 Noel Street, London, W.1. Price 2s. 6d.

THIS book is a collection of 60 full page photographs of British Railways locomotives. The selection is varied, ranging from, at one extreme, a Brighton Terrier, to the latest L.M.R. 25kV electric locomotive, with a heavy accent on steam. The photographs are well reproduced and they each have a full and adequate caption.



New kits and models

**LATEST PRODUCTS
ON THE MARKET OF
INTEREST TO MODELLERS**

New animal series

Two delightful new Aurora kits received for review break entirely new ground. The first two to be released in a new series, they are a black bear and cubs, and a white tailed deer.

The black bear kit represents a "mother" bear and her two cubs, in a playful mood and mounted on a decorative base. The base includes representations of fallen leaves, tree stumps and logs to create the appropriate North American setting. The completed model is 7½ in. long and 3½ in. high.

The second kit, which represents a white tailed deer stag, complete with a fine set of antlers, is also mounted on a decorative base which includes a squirrel sitting on a fallen log. This model measures 7½ in. high and 8 in. long.

Both kits presented no problems during assembly. The instructions were very clear and easy to follow. Each part fitted perfectly, there being the absolute minimum of flash or trimming required. A unique feature of these kits is that paint and even a paint brush is supplied (but strangely no cement). The paint is described as a "non-volatile synthetic rubber and water emulsion" and is contained in a clever plastic container holding six colours; white, red, green, brown, yellow and blue. The correct painting of these models adds so much to the finished effect and, in consideration of this, the instructions are printed in full colour, including a reproduction of a coloured photograph of the finished model.

We unhesitatingly recommend these new and somewhat different kits, which are priced at 13s. 6d. each. N.S.

Another "Bismarck" kit

No indication is given of the scale of the Aurora *Bismarck*, but the finished replica is the same size as the Airfix model and

can therefore be assumed to be the same scale of 1/600. By direct comparison, the detail is perhaps not quite so fine as the Airfix model, and there is a smaller number of parts. There is a certain roundness of corners and lack of crispness about the smaller details. The finished model is, however, very convincing and it makes an attractive display item.

The kit is moulded in medium grey plastic, which has the minimum amount of flash. All parts fit well and no difficulty

Continued on next page



Four new kits from Aurora (top to bottom) Phantom; Grumman Hellcat; white tailed deer and black bear and cubs.

New kits and models—Continued

should be experienced in construction. Assembly is different to the Airfix model; in particular the hull, which is divided at the waterline, the thickness of the lower half of the hull representing the armoured plating. The finished hull structure is extremely strong.

We feel that the Aurora kit, with its smaller number of parts and robust construction, might perhaps be more suitable for the younger and less experienced modeller. The price is 12s. 11d. *N.S.*

More new track

Playcraft are now producing a new and improved form of 16.5 mm. OO/HO gauge track. The pressed brass rail is now superseded by a solid-drawn rust proof steel rail section, which leads to a considerable improvement in appearance and running qualities. It is also commendably near to scale. The sleeper base, which is not flexible, is in black plastic. Price of the new track is unchanged at 1s. per 9 $\frac{3}{4}$ inch straight length and 15 inches radius curve. The hand operated points are 6s. 6d. each. Really excellent value. *N.S.*

Two 1/48 scale aircraft

In the last two issues we have reviewed several new aircraft kits produced by Aurora, and the spate of new 1/48 scale releases under this label continues. This seems to be a wise move on their part as there is undoubtedly a call for the larger model, featuring greater detail and suitable for extra finishing than the more popular 1/72 scale.

From my own point of view, being a 1/72 scale fan, great thought has gone into the problem of starting a collection of aircraft to this larger scale, and there is a great deal to be said for it. As an example, look at the latest model of the McDonnell F.4 Phantom 2 produced by Aurora this month. So much more detail can be added to a model of this size, which has a length of just on 15 inches and a span of 10 inches. Cockpit detail can also be improved, and such things as undercarriage doors and radio antenna are more true to scale.

Whether Aurora have taken this suggested detail far enough in either their Phantom or the Grumman Hellcat, their second new model this month, is open to question, as there are no moving elevators, undercarriages or wheels on either. It seems to me that both of these models could have been produced in as great a detail in 1/72 scale, and an advantage has consequently been lost.

One tends to wonder whether price has anything to do with this lack of detail,

but when you consider that the Hellcat retails for 7s. 6d. and the Phantom for 15s. 11d. it is difficult to see why. Compared with many Revell kits, which come roughly within the same price range, the difference is even more apparent. If Revell can produce the desired detail why can't Aurora?

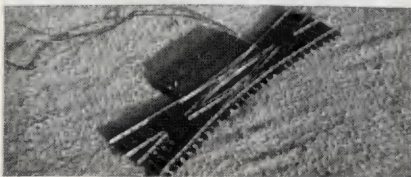
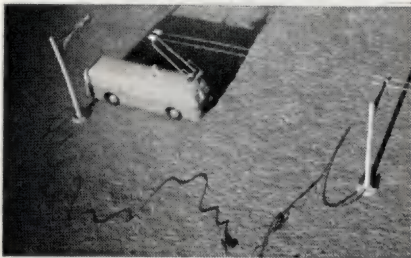
Whatever the case, both of these models and the ones we have reviewed before, leave themselves wide open to the ingenuity of the model maker to modify them to suit his needs and ability. The lack of detail in most cases is a distinct advantage when applying surgery to models and, who knows, this may be at the back of Aurora's mind!

For the detail-minded, the Phantom 2 is modelled on one of the first prototypes of this aircraft. It has 50 parts and the instruction sheet is clear and easily understandable. The Hellcat, on the other hand, has 30 parts and, unlike the Phantom, suffers a little from rivet detail. In both cases the positions for the transfers are raised from the surface and need cleaning up. The Phantom will need a lot of weight in the nose to make the model stand on its tricycle undercarriage. Both models go together well and there is no 'flash' to clean up before starting work.

General comment—two good models, just waiting for the keen model converter to make them into excellent ones. *A.W.H.*

OO/HO gauge double slip

We have been extremely fortunate in receiving from B.M.W. Models a Fleischmann electrically-operated double slip. This piece of railway trackwork is often found on prototype railways, where its space-saving properties are fully realised and exploited. A



B.M.W. Models can supply the Eheim trolley bus (top) and the Fleischmann double slip.

double slip is, in effect, two turnouts combined taking up half the space that two turnouts placed end to end would otherwise use. On a model railway, where space is even more at a premium, a double slip is not so common simply because of its difficulty to construct in a small scale.

Fleischmann are one of the few mass production firms who have attempted this model and they have succeeded admirably. The running rails are in brass, securely fixed to a moulded black plastic base with plastic frogs and check rails. The four pairs of switch blades move beautifully and, on the model submitted, are electrically operated by a single passing contact switch. A hand-operated version is also available and the electrically-operated version can also be hand operated.

On test we found it connected to Hornby-Dublo or Playcraft track and Hornby-Dublo, Playcraft and Tri-ang locos and rolling stock passed through the check rails quite smoothly, with perhaps Hornby-Dublo making the best crossing.

This well-built example of two-rail trackwork sells at 41s. for the electrically operated version and 31s. for the hand operated model.

N.S.

Eheim trolley bus

Thanks again to B.M.W. Models, we have been favoured with an Eheim kit for assembling one of their now famous trolley bus models. The Eheim trolley bus range is made in Germany and the models follow German prototypes with right hand entry and exit doors. The bodies are, however, simple plastic structures that could easily be modified if so desired, and the overhead wire clearance is sufficient to enable a keen modeller to develop a double deck version.

The kit submitted for review included parts for assembling a single deck, four wheel trolley bus, ten overhead wire supports (two with flex connections to a power supply) and overhead wire in the form of thin metal rods which push fit into split tubes on the overhead supports. The overhead equipment was sufficient for a run of approximately eight feet.

Assembling the trolley bus was simple and foolproof, with no more tools than a small screwdriver and pair of pinchers. The instructions, in English, were clear and easy to follow and the workmanship of each part was of such a high quality that everything fitted together with precision. The non-reversing electric motor, which works off 8-16 volts A.C. or D.C., is completely assembled and is simply screwed into place. Bodywork is in two halves, divided at the waist line, light green plastic for the lower



Top to bottom: *Dinky 2½ litre V8 Daimler; Dinky Continental touring coach; and Corgi's latest car transporter.*

half and cream for the top, with fretted out windows glazed with "frosted" plastic to obscure the interior mechanism. The two halves of the body are simply joined together by one screw. Headlights, tail lights and interior light up when running, but some means of covering the inside of the roof with black paper should be incorporated since the light shines equally clearly through the thin plastic.

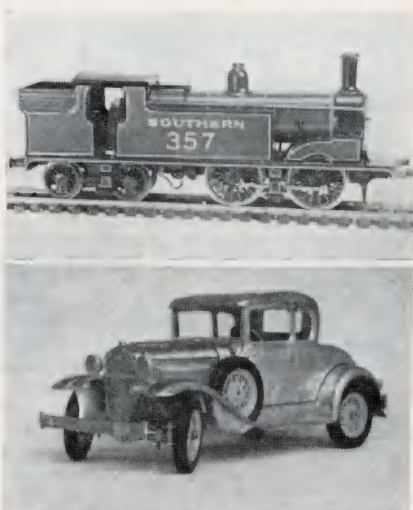
Operation of the trolley bus is extremely realistic. It moves at variable scale speeds with the steerable front wheels actuated by the overhead wires. Wherever the wires go, so does the bus and it is quite uncanny the way it negotiates quite sharp bends. The model submitted for review measured a scale 30 ft. 6 in. by 7 ft. 6 in. in 4 mm. scale, which is just right for OO gauge. Considering the high standard of workmanship and the unique nature of the model, this kit is not over-priced at £3 16s. 6d. Spare parts and additions to the Eheim range are also available.

N.S.

Metal model Ford coupé

As a change from plastic kits, we were recently favoured for review with one of the range of metal car kits by the American

Continued on next page



Two metal kits. Top: Wills Finecast M7 0-4-4T loco. Above: Hubley Model A Ford coupé, obtainable from B.M.W. Models.

New kits and models—Continued

firm, Hubley. The kit submitted for review depicted a Model A Ford coupé and was supplied by B.M.W. Models of Wimbledon, where further supplies can be obtained.

The kit cost 33s., which is a little more expensive than comparable plastic car kits, but the extra cost is well worth while. The finished model is extremely robust and durable (it weighs 18 ounces) and would stand up to a considerable amount of rough usage by small children. For the enthusiast, the model is accurate and well detailed and, by lavishing attention on smoothing the metalwork and painting, a very high standard of finish can be obtained. One highly appreciated feature is the steerable front wheels although, of course, the steering wheel cannot be reached through the glazed windows.

Construction is straightforward, and follows the pattern of conventional plastic car kits, except that all parts are screwed together by self-tapping screws. The cast metal parts have a great deal of "flash" which is, however, easily removed by pliers and filing—a file is included in the kit. The fit of each part is extremely accurate and there is a very satisfying feeling when each screw is tightened and a rock-firm assembly is felt. Another advantage with this kit is that it can be easily dismantled.

A small number of plastic parts are included in the kit, such as wheels, upholstery, front and rear lights and clear plastic window glazing. Rubber tyres and white-

wall decals are supplied, together with a set of customising decals. There are no "chrome" parts, but details are given in the comprehensive instructions for a simulated chrome finish. We enjoyed making this kit and recommend it unreservedly. N.S.

Body putty for car modellers

Some of the stylising car kits we have reviewed recently have made us familiar with a very useful body putty, which is used when joining stylising parts to the main bodywork. The special putty smooths the gap between parts and, when dry, can be sanded to a perfectly smooth join-free surface. This body putty is now available as a separate item, and a sample made by Pactra in America has been submitted by B.M.W. Models, of Wimbledon, who can supply this material in 2s. 11d. tubes.

As well as its use for stylising, and for altering the shape of standard kits, Pactra body putty is handy to have by for repairing parts damaged during assembly. It can also fill marks carelessly caused by a drop of surplus cement. Accidents do happen but they need not be so serious with Pactra body putty. N.S.

Spray paint range extended

In our November, 1962, issue we mentioned that B.M.W. Models are stocking the American range of Pactra Spray 'Namel. The range has now been increased to over 40 colours, all of which are available from B.M.W. at 6s. 11d. each.

B.M.W. Models (Wimbledon) Ltd., to give the company its full name, have now announced that they have moved to larger premises, which will be more convenient to customers and permit them to stock and display an even wider range of kits, models and accessories. They carry a very extensive range as it is, and on a recent visit we calculated that they must stock something like 20,000 different items. This certainly constitutes one of the widest selections of any model shop we know.

The new address of B.M.W. Models is 329 Haydons Road, Wimbledon, London, S.W.19. (Telephone: LIB 7707), and we have no hesitation in recommending them to readers as a very useful source of supply, whether to personal or postal customers. D.R.

S.R. M7 metal loco kit

Though not a plastic kit, the new Wills Finecast cast metal body kit for building an M7 0-4-4T loco will be of great interest to 00 gauge S.R. railway modellers. The photograph of the completed model shows it to be extremely accurate in outline, and as this loco is so universal on the Southern

Continued on page 292

Readers write . .

LETTERS TO THE EDITOR

A masterpiece!

Congratulations on the wonderful new Airfix B17G. I must say, although I am usually very critical of plastic, I can find very little wrong with this masterpiece. All that I had to add were various small radio antenna, and a pitot head. Perhaps the omission of the latter is the most serious; agreed it takes little patience to produce a pitot head, but several Airfix aircraft kits have been issued minus this item. As a point of interest, every aircraft must have a pitot head to feed pressure and static to its flying instruments. Various very important instruments depend wholly on this system, particularly the air speed indicator, the altimeter and, on old aircraft, the gyroscopic instruments.

Incidentally, I do disagree with certain parts, or should I say colours, suggested for the B17G depicted on your model. This aircraft was flown by the 447th Bombardment Group, 4th Combat Wing, 3rd Air Division, 8th U.S.A.A.F. This particular aircraft has become rather well known, due to certain excellent photographs taken of it by Mr. Charles Brown. Mauve is suggested for the rudder, elevators and wing chevrons, I beg to differ. The rudder was yellow, the same colour as the rest of the fin, so were the elevators. I have a colour photograph to prove this, but a certain U.S.A.A.F. official photograph does tend to show mauve as the colour. This probably led to the misinterpretation of this colour, without doubt the colours were yellow. The wing chevrons were red, and were carried by all groups in the 4th Combat wing early in 1945.

"A Bit O' Lace" eventually ended up on a huge war surplus dump at Kingman, Arizona, during 1947, along with many other ex-8th U.S.A.A.F. aircraft. Minus engines, she was eventually melted down for scrap. I do possess a photograph of her minus engines awaiting the melting pot. TREVOR J. ALLEN, Blackheath, Birmingham.

Difficulties of flying a Fortress

I have been tempted to write several times in the past, offering suggestions for aircraft models which the Airfix designers seem to have overlooked but, with the introduction of the Harvard, Anson, and now the Flying Fortress, have come to the conclusion that if I wait long enough, others that I have in mind will eventually appear.

It is the coming of the Fortress, however, which has prompted this letter, in the hope that M. F. J. Bowyer may be given an opportunity to enlarge on his

LETTERS to the Editor can only be answered in the magazine. However, we are always pleased to receive your comments and pictures, which will be considered for publication. Readers whose letters are published each receive a free Airfix kit of their choice. Submitted material and pictures can only be returned if accompanied by a stamped addressed envelope, and the Editor cannot accept responsibility for safe keeping of any such contributions, neither does he necessarily agree with comments expressed by correspondents in the letters column.

comment that Fortresses in the R.A.F. brought physiological difficulties, and were ill armed.

In my experience, members of Bomber Command then flying Wellingtons, armed with four .303 calibre score-guns, thought the Fortress, with its equivalent bomb load and 13 .5 calibre guns, quite well armed. This view seems to have been shared by the Air Ministry for, on the night of September 6-7, 1943, Fortresses were introduced into the Bomber Stream (to Munich) solely as flying gun platforms. I do not know if this was a success or was ever repeated, as this is the last operation of which I have any knowledge.

Recently I bought a kit of a P47 Thunderbolt, and the information slip included states that this machine was able to carry over half the load of a four-engined Flying Fortress!

It does seem, then, that the performance of individual Flying Fortresses was somewhat insignificant in comparison.

I would be most interested if Mr. Bowyer could enlarge on the difficulties of flying a Flying Fortress.

H. G. MCLEAN, Bletchley, Bucks.

(Mike Bowyer comments: Most certainly the Fortresses in the R.A.F. brought considerable difficulties, and were ill-armed. These remarks taken out of the context of the article in our December issue may, however, be misleading, for it clearly states these points in relation to the early B-17s, 20 of which were delivered to the R.A.F. These were operated by No. 90 Sqn. in 1941, by crews of 24 years of age and under, who had first to undergo medicals at the R.A.F. where, for four hours, they sat in the decompression chamber at a simulated 32,000-35,000 feet. On operations crews encountered decompression sickness—fits of coughing, intense itching and fainting turns.

At times—because the gun ports were so large and open—the waist gunners encountered temperatures as low as 50 degrees C. Low cabin temperatures affected crews seriously, and only two operations per week

Continued on next page

Readers write—Continued

were officially sanctioned per crew. All intercomm orders had to be repeated, then acknowledged. In spite of having oil applications to their faces, crew members still found their faces covered with ice due, in part, to the outlet valve on the mask freezing up. Electrically heated suits were worn, but were unreliable, bulky and cumbersome. Since all the guns were hand-operated on the B-17C, in frightful conditions on operations the Fortresses were most assuredly ill-armed for battle.

The foregoing remarks apply as stated to the early Fortresses. The B-17E and subsequent types, with their power-operated turrets and considerable refinements, were a great advance. Since the R.A.F. had decided to operate its bombers mainly by night, the Fortress had no particular niche, and was therefore used on long range *recco* by Coastal Command until late in the war, when the Mk. III entered service with 100 Group, a force which undertook operations by night within the bomber streams and was primarily directed against Luftwaffe night fighters. Prior to this some 8th Air Force B-17s operated by night in small numbers.—Ed.)

Wrong group

Mr. Bowyer's Profile on the B-17 Fortress in the December issue was, once again, really excellent, although it contained one mistake which could be misleading to readers. The paragraph relating to B-17 markings in the closing months of the war should read that the 4th, 7th, 18th and 391st Sqns. belonged to the 34th B.G. of the 93rd C.W., not the 34th C.W., as stated.

The 8th Air Force were probably the worst offenders for mixing aircraft markings, and this made things difficult for the enthusiasts who logged these machines and were trying to sort them out into their respective groups. I enclose a photograph (reproduced this month—Ed.) from my collection to illustrate this point—the shot is of a Douglas-built B-17G of the 385th Bomb Group showing the broad red band down the fin indicating that the aircraft once belonged to a group in the 1st Combat Wing of the 1st Air Division before being transferred to the 385th B.G. in the 3rd Air Division. The 1st A.D. triangle has been overpainted by the 3rd A.D. square and the group-letter "G" added. The aircraft's individual letter "G" under the serial has replaced a letter "T" which has been painted over and can be faintly seen under the eight in the serial number.

HARRY HOLMES, Middleton, Manchester.

(Mike Bowyer comments: The 4th, 7th,

18th and 391st Sqns. were part of the 34th Bombardment Group and not Combat Wing as stated, an error in compilation for which we apologise. The 34th B.G. brought B-24s to Mendlesham at the end of April, 1944. After using its Liberators mainly in support of the A.E.A.F. assault in connection with the landings in France, it converted to B-17s, which it operated in a strategic role between October and February, 1945, fitting in operations connected with the Battle of the Bulge in December and January. After March it participated in attacks on enemy transport systems and again supported ground forces. After VE-Day it carried food to the flooded areas of Holland and helped to repatriate P.O.W.s. It returned to the U.S.A. at the end of July, 1945.

Mr. Holmes has sent in a very interesting photograph which depicts a frequent feature of wartime aircraft, where the unit markings of previous holders peer through those of a current owner. The mixing of unit markings was then not unusual, and many anomalies occurred—which makes the study of aircraft markings extremely interesting, and full of pitfalls for even the most experienced of observers!—Ed.).

Editor's note

The announcement of the Airfix kit of the B-17G in our December issue, and Mike Bowyer's Profile on Fortress markings, brought a flood of readers' letters, a representative selection of which appears this month. We thank all readers for their comments on Fortresses, and apologise for the fact that it has not been possible to publish them all.—Editor.

Home made "plastic"

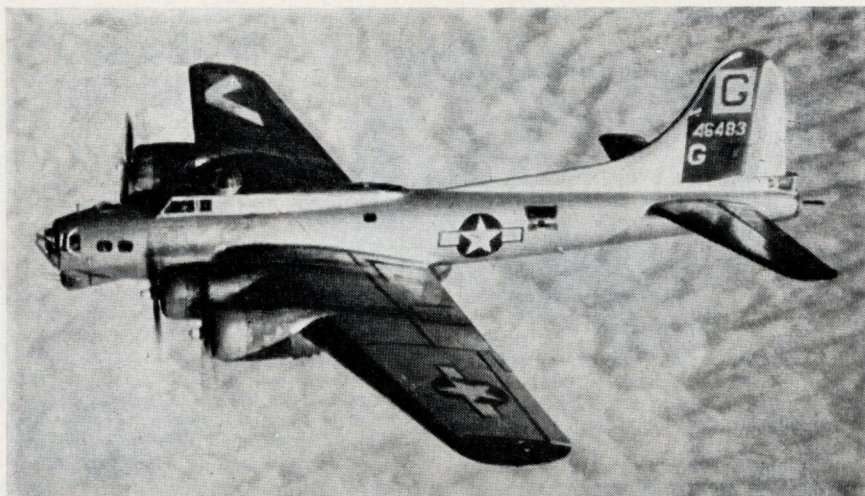
I wonder if any readers have had the trouble of filling up wing attachment points on aircraft models which they are converting? One example of this is the rockets on the Hawker Hunter, made by Airfix.

I have found that an excellent way to make the wing "clean" is to mix Airfix plastic cement and fillings from moulding stems. This is applied into the hole with almost any instrument one chooses. When the "plastic" is dry (preferably after 24 hours) the rough residue can be sandpapered down. The "plastic" must be applied quickly as it hardens in a very short time. This "plastic" can lend itself to many other uses as well.

J. HAMILTON, Banbridge, Co. Down,
N. Ireland.

Mini suspension

For those enthusiasts who wish to add more realism to the Airfix Mini model, a few minutes of careful work will produce a model with front-wheel independent suspension, as on the real production machines.



This is how to do it with an already assembled kit:

- (1) Carefully remove the supports to the front wheel axle and any other obstructions; keep these parts safely for later on.
- (2) Remove the hub-caps from the wheels, and cut an $\frac{1}{8}$ in. wide notch, $\frac{1}{16}$ in. deep, into the hub of the wheel bearing. Cement, firmly, the prepared axle on to one end of the beam transversing the front underside of the car. Set aside to dry. (The notch will ensure a good joint.)
- (3) Obtain two rubber bands (long ones for delicate suspension, shorter ones for tough suspension) and cut them so as to make one long strip. Affix each one at the front and rear of the underside of the model, so that it passes a point precisely $\frac{1}{2}$ in. from the outside of the body of the car, and $\frac{3}{16}$ in. from the front buffer beam on the underside of the model.
- (4) Place the cross-beam (with one affixed axle) underneath the rubber bands and in the provided slots.
- (5) Finally, cement the remaining axle on to the other end of the beam and re-cement hubs and wheels, plus removed supports and other detail.

G. J. LEE, Great Bar,
Birmingham 22a.

Suggestion from "down under"

I am prompted to write this letter to you having just seen the October issue of your fine magazine. Being an old time American model railroader, I was very happy to see the wagon train added to your range. This kit has not, as yet, reached the

This photograph of a B17G was sent in by reader Harry Holmes, and is referred to in his letter on the facing page.

Australian scene, so I'm rather jumping the gun.

Would it be possible to put out a box of the figures only, as they appear to be usable elsewhere in an old time layout? At a later date could you also issue a box of additional wagons to enlarge the wagon train box now available? It would appear to me that to do this would not involve any production line problems, except from the packaging point of view.

While on this subject, the possibility of producing a range of horse drawn vehicles such as carriages, buggies, coaches and farm wagons may be mentioned. These vehicles are not manufactured by any other firm, and I feel would have a ready market in America and elsewhere in the world. A book, "American Horse Drawn Vehicles", contains scale drawings of these vehicles which would help in the production side if you thought it worth while.

While I realise you must get quite a fair amount of mail from people offering suggestions on what to make (I'm a manufacturer myself, so I know!) I offer the above purely as a suggestion.

Wm. J. CHRISTIE, Kirribilli, N.S.W.,
Australia.

Miniature endurance race

I have recently purchased an Airfix Motor Racing set which has (and still is) given a great deal of satisfaction. My brother and I both prefer the figure-eight circuit and recently we had a 30-minute Le Mans-

Continued on next page

New kits and models—Continued

system the model is sure to be very popular. Price was not fixed at the time of going to press but is expected to be approximately £2.

Due to the long overhang beyond the short fixed wheelbase, modelling the chassis of 0-4-4 tank locos calls for special attention. We know Wills have overcome this difficulty and a special chassis kit will be available later. *N.S.*

Replacement car transporter

A new Carrimore car transporter has appeared in the Corgi range, replacing the earlier Corgi model of this vehicle. The latest version has the new-type Bedford "TK" tractor unit, with seats, steering wheel, Glidamatic spring suspension and driving mirrors on the cab. The detachable articulated trailer also has Glidamatic spring suspension, and jacks with a "hydraulic" action are fitted to permit the top deck to be lowered slowly, as on the real thing, allowing cars to be loaded. The trailer also has a ramp/tail gate which hinges up and down. Price of this fine model is 19s. 11d. *D.J.R.*

New OO/HO gauge track

At the Model Railway Hobby Show, last September, we were impressed by the new Graham Farish 'Formoway' OO/HO gauge two-rail track. We have chosen this track for a small portable layout we are building, to be used to carry out running tests of new railway rolling stock and equipment received by AIRFIX MAGAZINE for review.

The track comes in yard lengths (price 5s. 11d.) which are flexible but strongly made to B.R.M.S.B. measurements. The sleepers are in dark brown plastic and the nickel silver rail is of flat-bottom section. The points (at the very reasonable price of 8s. 6d. each) have a fixed frog, yet are universal and so far our samples have taken scale Hornby-Dublo and Tri-ang locos with ease.

Point levers are available (price 2s.) and there are also packets of fish plates (price 2s. each), both insulating and non-insulating, for sectionalising the layout. We have been well pleased with this track and look forward to it giving us long service. *N.S.*

Up-to-the-minute model

The steady flow of new Dinky models continues. Latest to appear this month are the 2½ litre V8 Daimler and the Continental Touring Coach. It was only quite recently that the Daimler engine was fitted, by the parent company Jaguar, into the Jaguar Mk. 2 saloon body. This up-to-the-minute model has the usual Dinky features—Pres-tomatic steering, windows, seats, steering wheel, and four-wheel suspension. Finish

is in an attractive shade of blue and our only complaints concerned a slight roughness evident in the moulding and the fact that both front and rear wheel tracks seemed to be rather on the narrow side compared with the prototype. Price of the Daimler is 3s. 9d.

Paris, Rome, Brussels, Vienna and Amsterdam, are but a few of the capitals visited by hundreds of coaches similar to the prototype of the new Dinky Supertoy continental touring coach. The model, which sells at 13s. 6d., is fitted with seats, steering wheel and tinted windows. The roof is beautifully finished in white, while the body is pale blue. "Dinky Continental Tours" is printed on each side, at roof level. Fastidious modellers might have preferred the model to be finished in the livery of one of the big Continental coach companies, but this is quite an attractive model, the wheel and tyre detail being particularly pleasing. *D.R.*

Readers write—Continued

type endurance race. We had two teams of two people each. Each team member drove their team car for 15 minutes. The speeds were high and exciting. The team I was racing for won by 18 laps. The highest lap score was 193 laps and the lowest 174.

I would like to make a few suggestions for future items in the motor racing series: A lap counter, crash barriers for the inner side of the curves, a hump-back bridge, pits, grandstands (these could be in kit form) and mechanics, spectators and sundry other figures.

H. HUGO, Transvaal, South Africa.

Pen pal wanted

One of our readers in Scotland would like to communicate with a pen friend in Poland or France. Those interested are invited to write direct to Douglas Duffus (age 15), 88 Menzies Road, Torry, Aberdeen, Scotland.

NEWS FROM AIRFIX—Continued

schemes and transfers add the final touch of authenticity.

The Germans produced several designs for assault guns, which differ from the normal self-propelled gun by having their guns mounted low in the hull, and heavier frontal armour. These assault guns accompanied the infantry into the attack, knocking out any obstacles, and firing over open sights. The Airfix kit is modelled on the Sturmgeschütz G.III, based upon the Panzer III tank chassis. The vehicle weighed 23 tons and was powered by a Maybach V12 engine, giving it a top speed of 22 m.p.h. The 75 mm. gun had a range of 2,000 yards.

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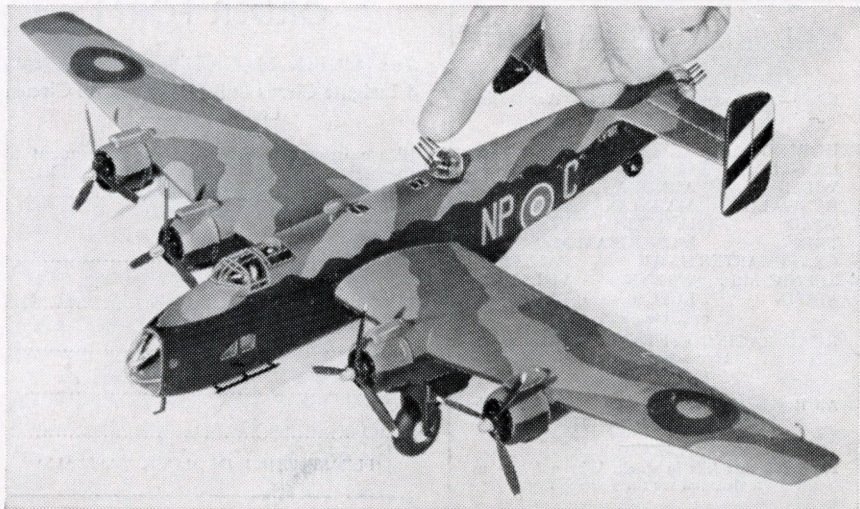
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